



## CITY OF LODI

## COUNCIL COMMUNICATION

AGENDA TITLE: Public Hearing to Review the Report and Proposed Ordinance on Truck Parking and Travel on City Streets

MEETING DATE: March 3, 1993

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That, after conducting a public hearing, the City Council introduce the appropriate ordinance modifying the following Lodi Municipal Code (LMC) Sections based on the attached "Report on Truck Parking and Travel on City Streets":

- ° LMC Section 10.52.050, Parking Restrictions (Exhibit 1)
  - 1. Change the definition of "residential district", for the purpose of this Section, to state that if each side of the street is zoned differently, the more restrictive zone would apply to both sides of the street (Alternative 1).
  - 2. Change the wording "maximum gross weight of five tons" to "maximum gross vehicle weight rating of 10,000 pounds" to conform with the California Vehicle Code.
- ° LMC Section 10.52.010, Vehicle Travel Restrictions on City Streets
  - 1. Change the wording in order to make it clear that it is legal to regulate vehicle travel based on the number of axles, as provided in the California Vehicle Code (Exhibit 2).
  - 2. Change the existing restrictions on the streets shown below due to the ease in police enforcement provided by commercial vehicle travel restrictions based on vehicle axles (Exhibit 3):
    - ° Holly Drive (all) - change from "commercial vehicles and vehicles over 3 tons prohibited" to "commercial vehicles over 2 axles prohibited".
    - ° Tokay Street (from Stockton Street to Cherokee Lane) - change from "commercial vehicles and vehicles over 5 tons prohibited" to "commercial vehicles over 2 axles prohibited".

BACKGROUND INFORMATION: At the February 3, 1993 meeting, City Council set this public hearing based on the report prepared by Public Works staff regarding truck parking and travel on City streets. The report includes complaints and problem areas received through the City's complaint system regarding truck parking and truck travel, the existing regulations and restricted locations, past discussions and Council action on truck issues. This report is summarized below:

APPROVED

THOMAS A. PETERSON  
City Manager



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### Report Summary

Staff has prepared three Alternatives addressing truck parking and travel issues. Alternative 1 is to modify the existing truck parking ordinance by changing the definition of "residential district" as defined in the LMC Section 10.52.050. Under this Alternative, truck parking would be prohibited adjacent to non-residentially zoned areas located on two-lane roadways if a "residential district" exists across the street, unless it has reverse frontage. Alternative 2 is to consider repealing the existing truck parking ordinance and establishing a "truck route" system, thereby allowing truck parking only along those routes. Alternative 3 is to leave the existing truck parking ordinance as is and install no-parking zones as truck parking problems are reported. A summary of the advantages and disadvantages of these Alternatives is presented in the attached table.

After reviewing the Alternatives and comments received regarding this matter, staff recommends that the City Council approve Alternative 1 since it satisfies the City's intent to prohibit truck parking near residences while providing considerably more available truck parking than Alternative 2. Also, the amount of additional restricted area will not severely affect the total amount of City-wide truck parking currently available. Staff has no major objections to Alternative 2 since it can be used to regulate truck travel as well as truck parking and can be written to eliminate truck parking in residential areas, similar to the existing truck parking ordinance. Staff's major concern is the reduction in available truck parking and that truck parking would not be permitted in commercial and industrial areas not on a truck route. Staff does not recommend Alternative 3 due to its ineffectiveness in controlling truck parking and the cost to evaluate, install and maintain no-parking zones. Also, an excessive amount of passenger vehicle parking would have to be eliminated in order to keep trucks from parking in undesirable areas.

### Recommendation

Based on the findings of this Report, staff recommends that Council approve Alternative 1 (modifying the existing truck parking ordinance). If Council approves Alternative 2, staff would need to prepare an ordinance to be introduced at a future date. If Council chooses Alternative 3, no action is required at this time. Staff will prepare a list of locations where "no-parking" zones have been requested and return to Council at a future date.

Whether or not Council chooses to act on the truck parking issue, staff recommends that Council approve Item 2 of LMC Section 10.52.050 (parking restrictions) and Items 1 and 2 of LMC Section 10.52.010 (vehicle restrictions on City streets) since these Sections are needed for enforcement purposes.

Public Hearing to Review the Report and Proposed Ordinance on Truck Parking and  
Travel on City Streets  
March 3, 1993  
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FUNDING: To be determined.

  
Jack L. Ronsko  
Public Works Director

Prepared by Paula J. Fernandez, Association Traffic Engineer and  
Rick S. Kiriou, Senior Engineering Technician

JLR/PJF/RSK/lm

Attachments

cc: City Attorney  
Police Chief  
Street Superintendent  
Associate Traffic Engineer  
Gary Lund, Independent Trucking Industry  
Local Trucking Industry  
Concerned citizens

**REPORT**  
**ON**  
**TRUCK PARKING AND TRAVEL ON CITY STREETS**

**January, 1993**

**Prepared by the City of Lodi Public Works Department**

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## ♦ COMPLAINTS/PROBLEM AREAS

Annually, the city receives several complaints related to trucks. The majority of the complaints received are related to truck parking causing sight problems, followed by truck travel on city streets and noise created by trucks parking near residences. The types of complaints received and problem locations identified from 1988 to the present are shown below.

### Truck Parking

Over half (69%) of the truck complaints received are related to truck parking. Of these, the majority of complaints are due to trucks parking too close to intersections and driveways that are creating sight problems for drivers attempting to enter the roadway. Other complaints received are trucks parking in residential areas and noise created by truck motors and refrigerator units. The legal truck parking locations where complaints have been received are listed below and shown on Exhibit A. The list includes both sight problems and noise complaints and are shown in order with streets having the most complaints at the top.

- Cherokee Lane - all
- Kettleman Lane - all
- Lockeford Street - east and west of Pleasant Avenue
- Tokay Street - east of Main Street
- Stockton Street - north of Neuharth Drive and south of Mission Street
- Mills Avenue - south of Turner Road
- Beckman Road - south of Industrial Way
- Pleasant Avenue - north of Lockeford Street
- Elm Street - west of Ham Lane

Locations where complaints have been received and truck parking is illegal under the existing truck parking ordinance are listed below.

- Harney Lane - east of Hutchins Street
- Ham Lane - south of Vine Street
- Walnut Street - west of Ham Lane
- Kettleman Lane - east of Central Avenue (Lodi Academy)
- Central Avenue - north of Kettleman Lane
- Cherokee Lane - south of Almond Drive
- Lower Sacramento Road - south of Turner Road

### Truck Travel

Approximately one out of six (15%) of the truck complaints received are related to truck travel on City streets. The streets where truck travel is legal and complaints have been received are listed below and shown on Exhibit B. They are listed in order with the streets with the most complaints at the top.

- Mills Avenue - Turner Road to Lodi Avenue
- Pioneer Drive - west of Cherokee Lane
- Church Street - south of Kettleman Lane
- Wimbledon Drive - east of Ham Lane
- Century Boulevard - east of Cherokee Lane (complaints regarding potential truck traffic when street is extended to Stockton Street in 1993)

No complaints have been received at locations where truck travel is currently restricted; however, the street having the most truck travel complaints was Almond Drive. This street is not listed above since commercial vehicle restrictions were implemented by City Council in November of 1992.

## ● EXISTING REGULATIONS and RESTRICTED LOCATIONS

### Truck Parking

The city's existing truck parking ordinance prohibits truck parking on any street in a "residential district" (Exhibit C). A "residential district" is defined as residentially zoned areas designated by the City Zoning Code (any "R-" district) and includes schools, parks, playgrounds, community centers, churches, museums, golf courses (excluding miniature golf courses) and similar recreational uses of a noncommercial nature, and public utility service buildings located in a residential district. Commercial vehicles in the process of being loaded or unloaded are exempt from this restriction. Truck parking is legal adjacent to all other areas such as areas zoned commercial and industrial. However, all vehicles, including commercial vehicles are subject to the 72 consecutive hour parking limit specified in the Lodi Municipal Code. Since zoning boundaries extend only to the middle of the street, the existing truck parking ordinance allows truck parking across the street from some residences. When this situation occurs on a narrow street, the noise created by trucks is still close enough to affect these residents.

In addition to the existing truck parking ordinance, section 22507 of the California Vehicle Code (Exhibit D) allows local authorities to prohibit or restrict the stopping, standing or parking of vehicles six feet or more in height within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain portions of the day. This restriction is selective since it prohibits the parking of only the vehicles creating a sight problem (vehicles six feet or more in height). Parking of vehicles under six feet high would be permitted. This is especially effective at locations where parking demand is high or where eliminating parking for all vehicles would create a hardship for the adjacent business. Currently this restriction exists on the street shown below. The Police Department has indicated that they have experienced no enforcement problems with this installation.

- Cherokee Lane - (west side) from Almond Drive to 100 feet north of Almond Drive

### Truck Travel

Currently, city wide truck travel is not regulated except for four residential streets and street segments where truck travel is restricted. These restrictions are based on both vehicle weight and number of axles. The enforcement of these restrictions are performed by the Police Department. Currently, only one officer is trained to identify and cite commercial vehicles exceeding posted weight restrictions. In order to cite violators using this type of restriction, the vehicle must be driven to the truck scale on Main Street north of Lodi Avenue to be weighed. Since this is the only scale available within a reasonable distance, and it is not open 24 hours a day, this restriction is rarely enforced. It is easier for the Police Department to enforce truck travel restrictions based on the number of vehicle axles since any police officer can cite violators and no vehicle weighing is required. All of the existing streets with commercial vehicle restrictions are shown below.

- Holly Drive - commercial vehicles and vehicles over three tons prohibited
- Tokay Street from Stockton Street to Cherokee Lane - commercial vehicles and vehicles over five tons prohibited
- Almond Drive from Cherokee Lane to Stockton Street - commercial vehicles with three or more axles are prohibited
- Turner Road from Highway 99 to Lower Sacramento Road (north) - commercial vehicles with three axles or more are prohibited (excluding commercial vehicles originating or making deliveries within the City of Lodi)

## ♦ PAST DISCUSSION/COUNCIL ACTION

Past discussion and council action related to truck parking and truck routes are shown on Appendix 2.

## ♦ ALTERNATIVES

Staff has prepared three alternatives addressing these alternatives. The first alternative is to modify the existing truck parking ordinance (Lodi Municipal Code Section (LMC) 10.52.050) by changing the definition of "residential district". The second alternative is to consider repealing the existing truck parking ordinance and establishing a "Truck Route" system, thereby allowing truck parking only on those routes. The third alternative is to leave the existing truck parking ordinance as is, and install "no parking" zones as truck parking problems are reported. Discussion on these alternatives is shown below. The advantages and disadvantages to these alternatives are summarized on Exhibit E.

### Alternative 1

#### MODIFY THE EXISTING TRUCK PARKING ORDINANCE (LMC 10.52.050)

Change the definition of "residential district", for the purpose of this section, to state that if each side of the street are zoned differently, the more restrictive zone would apply to both sides of the street. This definition, as proposed, would not apply to state highways, wide streets (four lanes or more), or where the residential side of the street has reverse frontage. All of the other restrictions in the existing truck parking ordinance would remain in effect. Staff has discussed this definition change with the City Attorney, Municipal Court Judges, and Police Chief and received no objections.

The basic change that will occur with this modification is the prohibition of truck parking in areas that the existing truck parking ordinance was originally designed to take care of, but could not due to the interpretation of "residential district". Under this alternative, truck parking would be prohibited adjacent to non-residentially zoned areas located on two lane roadways if a "residential district" exists across the street unless it has reverse frontage. This would result in truck parking continuing to be legal adjacent to shopping centers and eating establishments on Kettleman Lane and on Turner Road. Truck parking in areas such as north Mills Avenue and Church Street south of Kettleman Lane where residences exist across the street would be illegal. The large map (Exhibit F) indicates existing restricted areas and additional areas where truck parking would be restricted under this definition.

### Alternative 2

#### REPEAL EXISTING TRUCK PARKING ORDINANCE AND ESTABLISH TRUCK ROUTE SYSTEM

This alternative would designate streets where through truck travel would be permitted. Only trucks in the process of making a pick up or delivery would be allowed to deviate from these routes, thus parking off the route would be prohibited. Truck parking in commercial and industrial areas not on a truck route would be illegal. The initial proposed truck routes are the same streets and portions of streets proposed to city council when the traffic resolution was adopted in October of 1987. These routes are indicated on Appendix 2 and show on Exhibit G.



### **Alternative 3**

#### **MAKE NO CHANGES TO THE EXISTING TRUCK PARKING ORDINANCE AND INSTALL "NO PARKING" ZONES AS FUTURE PROBLEMS OCCUR**

Posting "no parking" signs to regulate truck parking in areas not covered by the existing truck parking ordinance would require removing on-street parking for all vehicles just for the purpose of discouraging truck parking. If the truck parking problems are occurring adjacent to intersections, restricting truck parking of vehicles six feet in height and over can be used. Either of these methods will result in the installation and maintenance of numerous restricted parking zone signs.

### **♦ DISCUSSION:**

#### **Alternative 1**

Alternative 1 satisfies the city's intent to prohibit truck parking near residences. Under this alternative truck parking would only be allowed where residences exist in commercial zone districts. Parking at the few locations where this condition exists can be restricted if truck parking problems occur. This alternative would result in restricting truck parking on 4 of the 11 streets and street segments where truck parking complaints have been reported. The only location on the complaint list where truck parking would be legal adjacent to residences is on Lockeford Street east of Pleasant Avenue, because in this area both sides of Lockeford Street is zoned commercial.

Under this alternative, the availability of truck parking adjacent to the PCP cannery area on Stockton Street and General Mills on Mills Avenue would be affected. Both PCP and General Mills have indicated that on street parking for trucks is not needed for their businesses.

#### **Alternative 2**

Alternative 2 will severely reduce the number of locations where truck parking would be allowed since truck parking is allowed only on truck routes. If this alternative is chosen, restricting truck parking adjacent to residences along these routes should be restricted in a similar fashion as the existing truck parking ordinance. Also, since determining truck route violators is difficult, the benefit of a truck route just for the purpose of restricting truck parking may be overkill. None of the streets where truck travel complaints have been reported are recommended as truck routes.

#### **Alternative 3**

Alternative 3 would continue to make it difficult to regulate truck parking since it would be legal at all locations not covered by the existing truck parking ordinance or where no other parking restrictions exist. Regulating truck parking under this alternative will require the continued evaluation and council action on parking restriction locations where truck parking is a problem. Due to the amount of passenger vehicle parking that would have to be eliminated and the quantity of "no parking" signs that would have to be installed and maintained, this alternative is not practical.

♦ **RECOMMENDATION:**

The following three proposed modifications to existing ordinances will require that a public hearing be set. Regardless if council chooses to address the existing truck parking situation, staff feels that it important that the remaining ordinance modifications be made to clarify the weight limit used to restrict commercial vehicle parking and the use of vehicle axles in regulating vehicle travel, since they are currently being enforced by the Police Department. The three proposed modifications are shown below.

In regards to truck parking on city streets, staff recommends that the city council approve changing the definition of "residential district" as defined in LMC Section 10.52.050 (Alternative 1), since it satisfies the city's intent to prohibit truck parking near residences while providing considerably more available truck parking than Alternative 2. Also, the amount of additional restricted area will not severely affect the total amount of citywide truck parking currently available. Staff has no major objections to Alternative 2 since it can be used to regulate truck travel as well as truck parking and can be written to restrict truck parking in residential areas, similar to the existing truck parking ordinance. Staff's major concern is the considerable reduction of available truck parking and that truck parking would not be permitted in commercial an industrial areas off of the truck routes. Staff does not recommend Alternative 3 due to its ineffectiveness in controlling truck parking and the cost to evaluate, install and maintain "no parking" zones. Also, an excessive amount of passenger vehicle parking would have to be eliminated in order to keep trucks from parking in undesirable areas.

Staff's other concern regarding this code section (LMC 10.52.050), is how weight limit restrictions are specified. To conform with the California Vehicle Code, it is recommended that the "maximum gross weight of five tons" be changed to "maximum gross vehicle weight rating of 10,000 pounds".

The final item for council review is the existing ordinance regulating commercial vehicle travel on city streets (LMC 10.52.010). Staff feels the wording should be changed in order to make it clear that it is legal to regulate vehicle travel based on the number of axles the vehicle has, as provided in the California Vehicle Code. The existing ordinance is attached as Exhibit H. Due to the ease of enforcement provided based on vehicle axles, staff also recommends that the streets listed below be changed as shown. Any future vehicle travel restrictions will be proposed based on vehicle axles.

- H Ily Drive (all), change from "commercial vehicles and vehicles over 3 tons prohibited" to "commercial vehicles over 2 axles prohibited"
- Tokay Street (from Stockton Street to Cherokee Lane), change from "commercial vehicles and vehicles over 5 tons prohibited" to "commercial vehicles over 2 axles prohibited"

## Appendix 1

The following concerns were expressed at the meeting with the Chamber of Commerce and through the city's traffic complaint system.

- **If the City is going to continue to eliminate truck parking, they should provide parking lots.**

Providing off-site parking lots for trucks is not a responsibility of the City; however, regulating parking in the public right-of-way is. The City's responsibility is to provide roadways that are safe to travel and review locations where truck parking problems are reported.

- **The trucking industry provides an important service to the City so we should not discourage trucking in Lodi by regulating truck parking.**

The trucking industry does provide a valuable service to the city. Under the existing ordinance, there are several locations in the city where truck parking is legal.

- **Would small commercial businesses in areas that are surrounded primarily by residences be allowed to park their trucks on the street.**

Trucks belonging to a commercial business would be allowed to park on the street adjacent to their business unless they are on a two lane street where the opposite side of the street is in a "residential district" without reverse frontage. On site parking will not be affected.

- **Should the weight limitations specified in the existing truck parking ordinance be reduced or split into categories to allow "U-Haul" and "Ryder" type of trucks.**

Reducing or splitting weight limitations into categories is not recommended. Since the idea behind restricting truck parking is to prohibit the size of truck that could become a problem, reducing weight limitations could result in an ineffective ordinance by permitting unwanted truck parking. Splitting weight limitations into categories would make enforcement very difficult for Police Officers. Not only would this option require many different types of signs and be confusing to drivers it would also require special training for the Police Department to be able to determine which category the truck belongs in as well as if the truck is illegal or not. Since truck parking is permitted in residential areas during deliveries and pick ups there does not seem to be a need to lower the existing weight limitations to allow these types of trucks.

- **Trucks should be parked only for deliveries, no other reason**

Allowing trucks to park only while making deliveries would certainly take care of many of our truck parking problems; however, it is not very reasonable solution to the truck parking problem. Just like everyone else, trucks drivers may need to stop to eat, sleep or rest. The city feels it reasonable to permit truck parking for these purposes as long as they are in a suitable location.

- **Residential streets in Lodi are too narrow to allow truck parking**

It is agreed that truck parking should not be permitted on residential streets for many reasons in addition to street width. Under the existing truck parking ordinance, truck parking is permitted on only a few residential streets where commercial or industrial zoning exists on one side of the street.

- **Eliminate truck parking on residential streets**

See comment to preceding item.

- **Trucking Companies in or near the city limits should have parking facilities for their equipment**

Based on field surveys related to complaints, staff does not believe that trucks from local trucking companies play much of a role in the truck parking problems reported to the city. Staff believes that most of the truck parking problems in residential areas are due to independent truckers who live in or are visiting Lodi.

- **Parked trucks give Lodi the picture that we do not care about the residents of our community**

The reason a truck parking ordinance was created is to benefit the residents in the community. Based on all of the goods and services provided by the trucking industry, truck parking is bound to occur. The city is doing as much as possible to balance the need for truck service and the needs of the community.

- **Streets with no commercial uses should be posted with a weight limit**

Posting weight limit signs on every street in town where no commercial uses exists is not a reasonable solution due to the large number of signs which would have to be installed and maintained. Establishing a truck route system is the only way to regulate citywide truck travel since it would not allow truck travel off of the route unless in the process of making a pick up or delivery.

## **Appendix 2**

### **♦ TRUCK PARKING**

**November 1987 - Truck Parking Ordinance (L.M.C. 10.52.050) adopted by city council**

**June 1992 - Staff proposed modifications to the existing truck parking ordinance**

Council directed staff to discuss modifications with the trucking industry, Pacific Coast Producers, and the Chamber of Commerce.

### **♦ TRUCK ROUTES**

**November of 1986 - Establishing truck routes in Lodi was first discussed**

The consulting firm of TJKM conducted an analysis of potential truck routes through the city. The recommended truck routes were:

- Cherokee Lane - all
- Hutchins Street - south of Kettleman Lane
- Kettleman Lane (State Highway 12) - all
- Lower Sacramento Road - all
- Turner Road - from Lower Sacramento Road/Woodhaven Lane to Lower Sacramento Road (north)

Kettleman Lane is part of the State Highway System and is therefore under Caltrans jurisdiction.

**July, August, and October of 1987- Public meetings were held regarding truck routes**

As a result of these meetings between the city and the trucking industry the following streets were proposed as truck routes. The streets staff recommended by both trucking firms and city staff are indicated with an asterisk (\*). The remaining streets staff had no recommendation on.

- Beckman Road - from Kettleman to Victor \*
- Beckman Road - from Lockeford to Turner
- Cherokee Lane - all \*
- Cluff Avenue - from Turner to Victor \*
- Ham Lane - from Harney to Turner
- Hutchins Street - from Kettleman to Lodi
- Hutchins Street - Kettleman to Harney \*
- Kettleman Lane (State Highway 12) - all \*
- Lodi Avenue - all
- Lower Sacramento Road - all \*
- Stockton Street - all \*
- Turner Road - all \*
- Victor Road - all \*

**October 1987 - Traffic Ordinance introduced excluding the entire section on commercial vehicles and truck routes**

This section was excluded due to objections by the residents and businesses on Kettleman Lane and because it was determined that any action by the council to establish Turner Road as a truck route would require the preparation of an Environmental Impact Report (EIR) because establishing a weight limit could have a significant impact on the business community and other streets and residents. The estimated cost for the preparation of this EIR was \$42,000 (1987 estimate).

**January 1988 - Staff recommends that the city does not proceed with the EIR**

In spite of the advantages provided by the establishment of truck routes staff had some reservations about having an EIR prepared. Also, since in January of 1988 a new state law went into effect allowing cities to restrict truck parking in residentially zoned areas, thus, the primary reason truck routes were considered no longer applies.

**June 1988 - Council directed staff to prepare a study on prohibiting through trucks on Turner Road**

**July 1988 - Resolution number 88-97 adopted restricting through trucks on Turner Road**

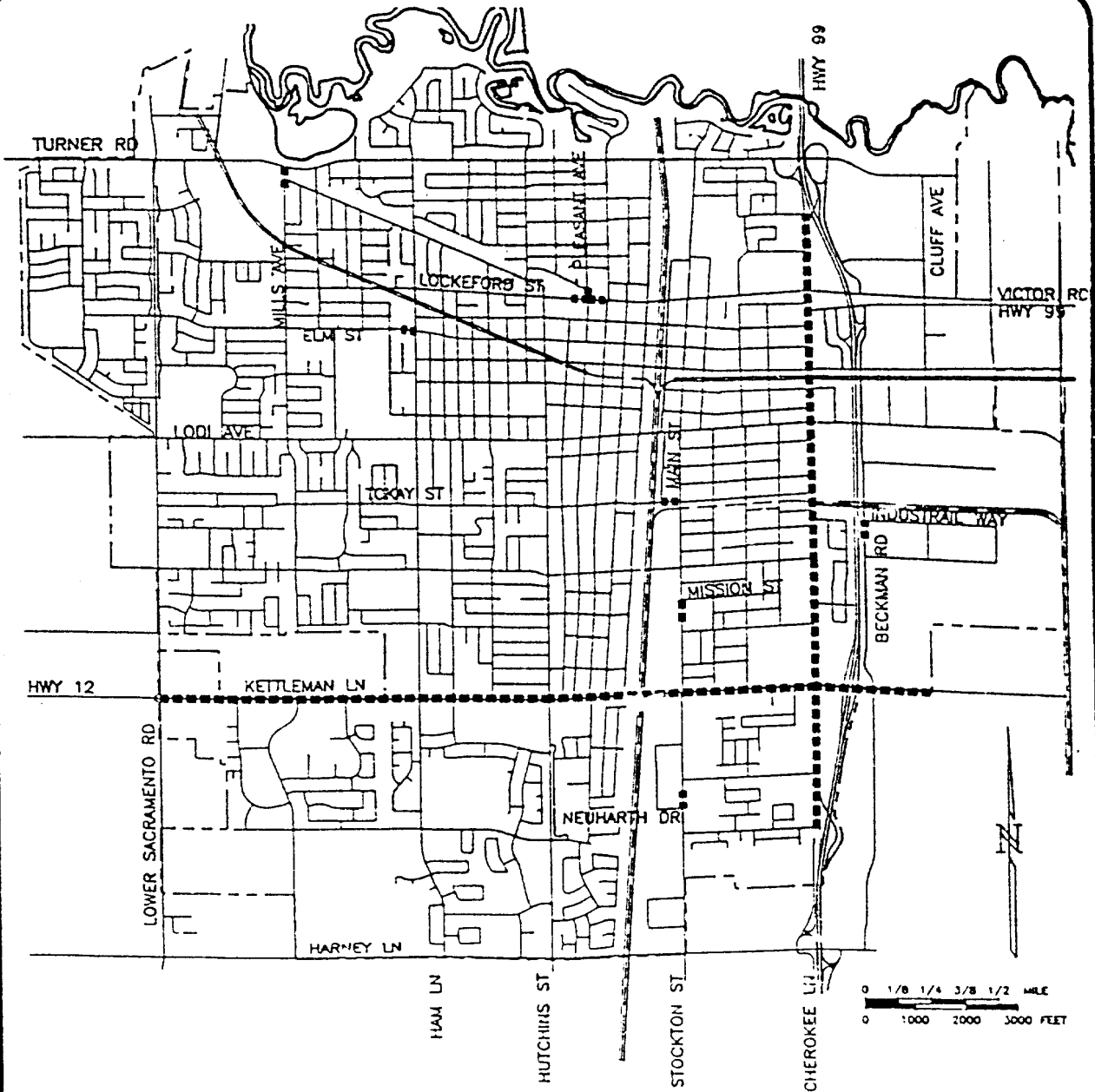
As directed by council, staff presented resolution number 88-97, prohibiting trucks on Turner Road between Highway 99 and Lower Sacramento Road (north). The restriction does not apply to truck traffic originating or making deliveries within the city of Lodi.



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## TRUCK PARKING PROBLEM AREAS



### LEGEND

----- - PROBLEM AREAS

DATE: 1/8/93

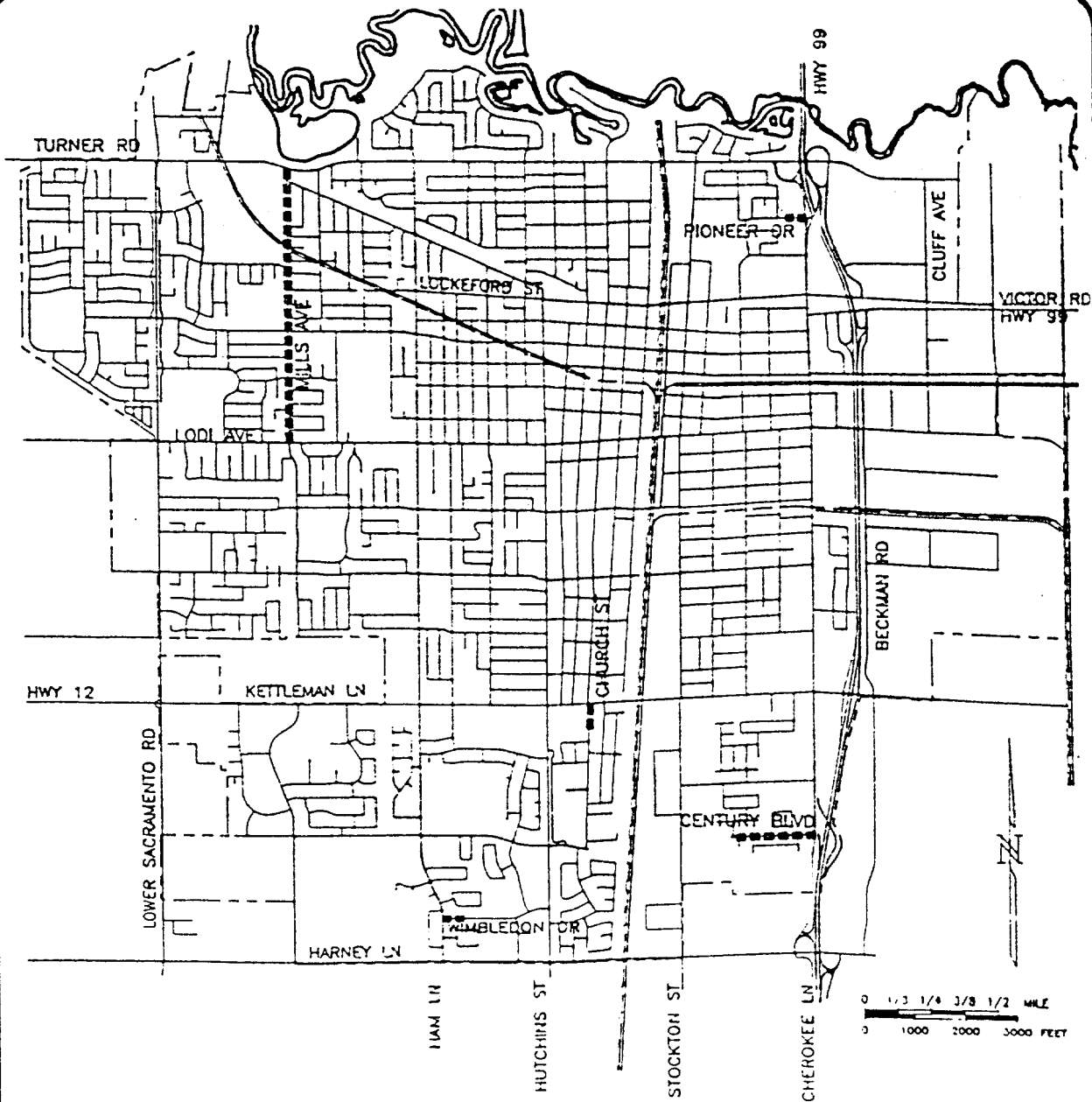
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CITY OF LODI

PUBLIC WORKS DEPARTMENT

TRUCK TRAVEL  
PROBLEM AREAS



LEGEND

----- PROBLEM AREAS

DATE: 1/21/93

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# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## Lodi Municipal Code Section 10.52.050

### 10.52.050 Parking restrictions.

A. It is unlawful to park a commercial vehicle exceeding a maximum gross weight of five tons on any street in a residential district. For the purposes of this section, "residential district" is defined as residentially zoned areas designated by the city zoning code (any "R-" district) and includes schools, parks, playgrounds, community centers, churches, museums, golf courses (excluding miniature golf courses) and similar recreational uses of a noncommercial nature, and public utility service buildings where they are located in a residential district.

B. This section shall not prohibit parking of commercial vehicles in the process of being loaded or unloaded. (Ord. 1410 § 1 (part), 1987)



**CITY OF LODI**

PUBLIC WORKS DEPARTMENT

**California Vehicle Code  
Section 22507**

***Local Regulations***

22507. Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles which are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits which exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, no such ordinance or resolution shall apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions which are reasonable and necessary to ensure the effectiveness of a preferential parking program.

## Truck Parking and Travel Alternatives

ALTERNATIVES	ADVANTAGES	DISADVANTAGES
Alternative 1, Modify existing ordinance	<p>Eliminates truck parking adjacent to residences (except those in commercial zone districts)</p> <p>Allows truck parking adjacent to all major shopping centers</p> <p>Provides more available truck parking locations than Alternative 2</p>	<p>Difficult for Police Department to enforce</p> <p>Due to lack of signs, public would continue to be unaware of restricted areas</p> <p>Has no effect on truck travel</p>
Alternative 2, Establish truck routes	<p>Eliminates truck parking adjacent to residences, except for those on a truck route</p> <p>Ease of parking enforcement for Police Department. Trucks parked off of routes would be in obvious violation.</p> <p>Restricts both truck parking and truck travel off of truck routes</p>	<p>Truck parking allowed only on truck routes. Illegal adjacent to all commercial and industrial areas off of routes</p> <p>Difficult to determine truck route violators. Police Department would have to follow possible violators</p> <p>Truck parking adjacent to residential locations would be allowed unless signs or prohibited by ordinance</p>
Alternative 3, Install "no parking" zones	<p>Signs provide easiest Police Department enforcement and notification to public</p> <p>Allows for specific placement of restricted parking areas</p>	<p>Allows truck parking adjacent to all residences unless signs are posted</p> <p>Difficult to regulate truck parking. Trucks may move as "no parking" zones are added</p> <p>Large number and high cost of sign installation</p> <p>Other than at intersections (where 6' + restriction could be used), parking would be eliminated for all types of vehicles</p>

TRUCK.XLS

Exhibit E

## **Exhibit F (Wall Map)**

**TO BE LOCATED IN THE COUNCIL CHAMBERS  
DURING THE COUNCIL MEETING AND**

**WILL BE AVAILABLE FOR REVIEW PRIOR TO THE  
MEETING IN THE PUBLIC WORKS DEPARTMENT  
TRAFFIC SECTION, LOCATED ON THE SECOND  
FLOOR OF THE CITY HALL BUILDING AT 221 WEST  
PINE STREET**

222-211 2





# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## Lodi Municipal Code Section 10.52.010

### 10.52.010 Vehicle weight limits in city streets.

A. Whenever the traffic resolution of the city designates and describes any street or portion thereof as a street, the use of which is prohibited by any commercial vehicle and/or by any vehicles exceeding a maximum gross weight as is therein specified, the public works director shall erect and maintain appropriate signs on those streets affected.

B. No vehicle weight limit or restriction shall be established under this section without a public hearing. (Vehicle Code § 21101.) (Ord. 1410 § 1 (part), 1987)



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## EXHIBIT 1

L.M.C. Sec 10.52.050 (Modified)

### 10.52.050 Parking restrictions

A. It is unlawful to park a commercial vehicle exceeding a maximum gross vehicle weight ~~of five tons~~ rating of 10,000 pounds on any street in a residential district. For the purposes of this section, "residential district" is defined as residentially zoned areas designated by the city zoning code (any "R-" district) and includes schools, parks, playgrounds, community centers, churches, museums, golf courses (excluding miniature golf courses) and similar recreational uses of a noncommercial nature, and public utility service buildings where they are located in a residential district. Also, for the purposes of this section where the district boundary lies in the center of the street, the "residential district" includes both sides of the street except on State Highways, streets with four or more through lanes or where the residential side has an approved 6 foot high fence located in the back of the sidewalk. (Vehicle Code, 22507.5)

B. This section shall not prohibit parking of commercial vehicles in the process of being loaded or unloaded. (Ord. 1410, 1 (part), 1987)



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## EXHIBIT 2

L.M.C. Sec 10.52.010 (Modified)

### 10.52.010 Vehicle weight limits in city streets.

A. Whenever the traffic resolution of the city designates and describes any street, or portion thereof as a street, or particular highway, the use of which is prohibited by certain vehicles, any commercial vehicle, and/or by any vehicles exceeding a maximum gross weight as is therein specified, the public works director shall erect and maintain appropriate signs on those streets affected.

B. No vehicle weight limit or restriction shall be established under this section without a public hearing. (Vehicle Code 21101.) (Ord.1410, 1 (part), 1987)





# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## EXHIBIT 3

### Section 8A-Weight Limit/ Commercial Vehicle Restrictions

The streets or portions of streets listed below are hereby defined and established as streets of which the by commercial vehicles and/or vehicles exceeding the maximum gross weight specified is prohibited and shall be governed by the provisions of the Traffic Ordinance.

Commercial vehicles and vehicles over 2 axles prohibited:

Holly Drive

Tokay Street from Jockton Street to Cherokee Lane

Table

## Truck Parking and Travel Alternatives

<b>ALTERNATIVES</b>	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
<b>Alternative 1, Modify existing ordinance</b>	<p>Eliminates truck parking adjacent to residences (except those in commercial zone districts)</p> <p>Allows truck parking adjacent to all major shopping centers</p> <p>Provides more available truck parking locations than Alternative 2</p>	<p>Difficult for Police Department to enforce</p> <p>Due to lack of signs, public would continue to be unaware of restricted areas</p> <p>Has no effect on truck travel</p>
<b>Alternative 2, Establish truck routes</b>	<p>Eliminates truck parking adjacent to residences, except for those on a truck route</p> <p>Ease of parking enforcement for Police Department. Trucks parked off of routes would be in obvious violation.</p> <p>Restricts both truck parking and truck travel off of truck routes</p>	<p>Truck parking allowed only on truck routes. Illegal adjacent to all commercial and industrial areas off of routes</p> <p>Difficult to determine truck route violators. Police Department would have to follow possible violators</p> <p>Truck parking adjacent to residential locations would be allowed unless signs or prohibited by ordinance</p>
<b>Alternative 3, Install "no parking" zones</b>	<p>Signs provide easiest Police Department enforcement and notification to public</p> <p>Allows for specific placement of restricted parking areas</p>	<p>Allows truck parking adjacent to all residences unless signs are posted</p> <p>Difficult to regulate truck parking. Trucks may move as "no parking" zones are added</p> <p>Large number and high cost of sign installation</p> <p>Other than at intersections (where 6' + restriction could be used), parking would be eliminated for all types of vehicles</p>

ORDINANCE NO. 1567

=====

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LODI  
AMENDING LODI MUNICIPAL CODE SECTIONS 10.52.010 AND 10.52.050  
RELATING TO TRUCK PARKING AND TRAVEL ON CITY STREETS

=====

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LODI AS FOLLOWS:

SECTION 1. Lodi Municipal Code Section 10.52.010 is hereby amended to  
read as follows:

10.52.010 Vehicle weight limits in city streets.

A. Whenever the traffic resolution of the city designates and describes any street, ~~or~~ portion thereof as a street, ~~or particular highway~~, the use of which is prohibited by certain vehicles, any commercial vehicle and/or by any vehicles exceeding a maximum gross weight as is therein specified, the public works director shall erect and maintain appropriate signs on those streets affected.

B. No vehicle weight limit or restriction shall be established under this section without a public hearing. (Vehicle Code Section 21101)

SECTION 2. Lodi Municipal Code Section 10.52.050 is hereby amended to read as follows:

7

10.52.050 Parking restrictions.

A. It is unlawful to park a commercial vehicle exceeding a maximum gross vehicle weight of five tons rating of 10,000 pounds on any street in a residential district. For the purposes of this section, "residential district" is defined as residentially zoned areas designated by the city zoning code (any "R-" district) and includes schools, parks, playgrounds, community centers, churches, museums, golf courses (excluding miniature golf courses) and similar recreational uses of a noncommercial nature, and public utility service buildings where they are located in a residential district. Also, for the purposes of this section where the district boundary lies in the center of the street, the "residential district" includes both sides of the street except on State Highways, streets with four or more through lanes or where the residential side has an approved 6 foot high fence located in the back of the sidewalk. (Vehicle Code Section 22507.5)

B. This section shall not prohibit parking of commercial vehicles in the process of being loaded or unloaded.

SECTION 3. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 4. This ordinance shall be published one time in the "Lodi News Sentinel", a daily newspaper of general circulation printed and

published in the City of Lodi and shall be in force and take effect  
thirty days from and after its passage and approval.

Approved this            day of

\_\_\_\_\_  
PHILLIP A. PENNINO  
Mayor

Attest:

JENNIFER M. PERRIN  
City Clerk

=====  
State of California  
County of San Joaquin, ss.

I, Jennifer M. Perrin, City Clerk of the City of Lodi, do hereby  
certify that Ordinance No.    was introduced at a regular meeting of the  
City Council of the City of Lodi held March 3, 1993 and was thereafter  
passed, adopted and ordered to print at a regular meeting of said  
Council held \_\_\_\_\_, 1993 by the following vote:

Ayes:	Council Members -
Noes:	Council Members -
Absent:	Council Members -
Abstain:	Council Members -

I further certify that Ordinance No. \_\_\_\_ was approved and signed by  
the Mayor on the date of its passage and the same has been published  
pursuant to law.

JENNIFER M. PERRIN  
City Clerk

Approved as to Form

BOBBY W. McNATT  
City Attorney

ORD1567/TXTA.01V

John City  
March 2 / 93

RECEIVED

APR-2 1957

John City Council  
John City

Dear Mr. Mayor and John City Council Members:  
I am writing to you as a letter (concerning  
St. Patrick's High School) on Dec 12/92  
and another on Dec 21, 1992

So that the Mayor and Council can  
discuss and bring out the Council's  
part from you. The Council feels that it  
is very important to the City and the U.S.  
at this time the public has a feeling  
of trust and confidence in the

What do you want to do with the property  
this case or St. Patrick's High School  
their time away. I am sure that you  
it is, I also feel that it is a good question  
to show you. But I must thank you  
and the Council for your

and the fact that you have been very active  
in the past and the fact that you have been  
Catholic who have at 5:17 P.M. taking a letter  
telling him of the accident that has been  
things have changed and that you are  
helpful. But no response  
I will bring them together up to show  
you if you are a hero

Thank you  
James H. Allen

## **PUBLIC NOTICE TRUCK PARKING AND RAVEL ON CITY STREETS**

The Lodi City Council invites independent truckers, trucking businesses, and residents to attend a public hearing to discuss truck parking and travel on city streets. The hearing will be held on Wednesday, March 3, 1993 at 7:30 p.m. at the City Council Chamber, Carnegie Forum, 305 W. Pine St. If you wish to communicate with the City Council, please contact Jennifer Parris, City Clerk, at (209) 333-8702.

RECEIVED

# *Wine and Roses Country Inn*

*A Hotel and Restaurant*

2505 W. Turner Rd. Lodi, California 95242

Phone (209) 334-6988 Fax (209) 334-6570

March 1st, 1993

City of Lodi  
City Council Members  
221 West Pine Street  
P.O. Box 3006  
Lodi, California 95241-1910

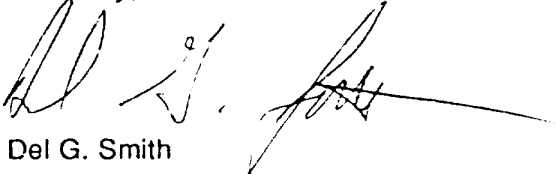
Dear City Council Members,

We are a commercial corner in which the city ordinance allows overnight commercial truck parking. We feel these large truck and trailers have no place clustered at neighborhood commercial sites for the following reasons:

1. The trucks create a dangerous hindrance to ingress and egress traffic to adjacent properties.
2. The truck parking allows diesel powered refrigerated trucks to run all night. In our situation it is less than 200 feet from our Hotel and personal home. These motors have a percussion effect that make it impossible to sleep.
3. The city requires all business to provide on site parking. Off site truck and trailer parking seems inconsistent with this ordinance.
4. In our situation, trucks must pass through residential neighborhoods to get parked or turned around.
5. Multiple truck parking bring visual blight to our corner.

For these reasons we feel trucks have no place in residential neighborhoods. They belong in truck routes and industrial areas. We urge you to change this ordinance to disallow truck and trailer parking in neighborhood commercial properties.

Sincerely,



Del G. Smith



RECEIVED  
FEB 26 1993

Feb-25-93

Jennifer M. Perrin, City Clerk.

This is in concern with the public hearing in review of trucks parking & travel on city streets. And more concern with truck traveling on city streets & residential area. I have called many times & have had no good reports. And many neighbors are concerned but say they will not be heard. So why say anything. We are located near 500 north mills on Robert St. Still residential area. And since the addition of General Mills there has been many trucks traveling on this street which I am told from City Clerk and Paula Fernandez that they are to use the truck route which is Lower Sacramento Lodi Ave. or Furner Rd. These truck route go directly to G.M. But do not. Instead they cut off Lodi Ave. or Furner & use Mills Ave. as a truck route, or a short cut because of no use of stop lights. The trucks are the larger trucks because they come from the mill. And at time they make U turns on our corner because they have missed G.M. It can get very congested at times. Also we have seen trucks from the canner in the summertime. What are they doing on Mills Ave? I would like to know why the truck do not use the truck route? Or why not have a sign saying that this is not a truck route.

We have talked with S.M. & have had  
no constation. We are very much  
in concern with this problem.

Mr & Mrs. David Mittliden

CITY COUNCIL

PHILLIP A. PENNINO, Mayor  
JACK A. SIEGLOCK  
Mayor Pro Tempore  
RAY C. DAVENPORT  
STEPHEN J. MANN  
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 333-6795

THOMAS A. PETERSON  
City Manager

JENNIFER M. PERRIN  
City Clerk

BOB McNATT  
City Attorney

February 24, 1993

*See meeting list at ...*

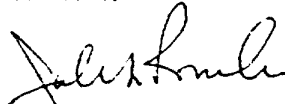
SUBJECT: Public Hearing to Review the Report and Proposed Ordinance on Truck Parking and Travel on City Streets

Enclosed is a summary of staff's "Report on Truck Parking and Travel on City Streets" which will be reviewed by City Council at the public hearing on Wednesday, March 5, 1993, at 7:30 p.m. At this hearing, Council will be discussing the alternatives shown in the Report. If you would like to comment on this item, you are welcome to attend this hearing which will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

The complete Report is available in the Traffic Division located on the second floor of City Hall, 221 West Pine Street, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.

If you wish to communicate with the City Council, please contact Jennifer Perrin, City Clerk, at 333-6702.

If you have any questions about the item, please call Paula Fernandez, Rick Kiriu or me at 333-6706.

  
Jack L. Ronsko  
Public Works Director

JLR/RSK/lm

Enclosure

cc: City Clerk

TRUCK1.DOC

*Handwritten note: + Council ...*

Truck Parking & Travel  
on City Streets

2/4/82

5/1/82

B - 1/2 mile to station

&NAME  
&ATTN  
&ADD  
&CITY

ARNEY PRINCE  
MAIN STREET BODY SHOP  
520 MAIN ST  
LODI CA 95240

MIKE PATEL  
RANCHO GRANDE MOTEL  
807 S CHEROKEE LN  
LODI CA 95240

RICK LONG  
WALLACE COMPUTER SERVICES  
1831 S STOCKTON ST  
LODI CA 95240

ALAN BOHMAN  
LODI ACADEMY  
1230 S CENTRAL AVE  
LODI CA 95240

LARRY WEAVER  
CORNER POCKET BILLIARDS  
725 S CHEROKEE LN  
LODI CA 95240

SCOTT FREEMAN  
A & J AUTO  
521 N CHEROKEE LN  
LODI CA 95240

OTTO ALBREHT  
ARBOR CONVALESCENT HOSPITAL  
900 N CHURCH ST  
LODI CA 95240

LARRY BOWLES  
TOKAY BOWL  
620 S TOKAY ST  
LODI CA 95240

LES DABRITZ  
CHAMBER OF COMMERCE  
P O BOX 386  
LODI CA 95240

PENNY MATTOS  
944 S STOCKTON ST  
LODI CA 95240

HAROLD HENNEY  
468 PIONEER DR  
LODI CA 95240

MR & MRS DAVID MITTLEIDER  
1925 ROBERT ST  
LODI CA 95242

ED WALLACE  
1430 S CHEROKEE LN  
LODI CA 95240

SHIRLEY PLATH  
1439 VOELKER DR  
LODI CA 95240

STEVE & CONNIE SCHNABEL  
1107 WIMBLEDON DR  
LODI CA 95240

ALFRED JOACHIM  
609 RIMBY AVE  
LODI CA 95240

DR HOMER  
325 W LOCKEFORD ST  
LODI CA 95240

ALICE STOVER  
231 W LOCKEFORD ST  
LODI CA 95240

ARLENE SCHLABS  
25 S MILLS AVE  
LODI CA 95242

DAVE KIRKCALDY  
1806 S CHURCH ST  
LODI CA 95240

GERALDINE PESSOA  
621 EUREKA AVE  
LODI CA 95240

JIM PARKER  
1993 CARMEL CR  
Lodi CA 95242

JOHN KONANZ  
72 N PACIFIC AVE  
LODI CA 95242

JANE HOLDEN  
207 E WALNUT

CTRUCKPK.LST/TXTW.02M

LODI CA 95240

DON SOARES  
359 E CENTURY BLVD  
LODI CA 95240

GARY LUND  
P O BOX 22  
LODI CA 95241

GEORGE BARNES  
2250 SCARBOROUGH DR #65  
LODI CA 95240

LU BENSON  
714 N MILLS AVE  
LODI CA 95242

BERNICE HANSON  
1336 W ELM ST  
LODI CA 95242

BILL BARTON  
1456 KEAGLE WAY  
LODI CA 95242

CHARLIE BECKMAN  
850 E KETTLEMAN LN  
LODI CA 95240

ROBERT'S PETROLEUM  
930 E VICTOR RD  
LODI CA 95240

PAUL E VAZ TRUCKING  
12856 E HARNEY LN  
LODI CA 95240

TOM ZAYAS INC  
26353 N VAIL RD  
THORNTON CA 95686

D H WINN TRUCKING INC  
19555 N TULLY RD  
LOCKEFORD CA 95237

VALLEY MATERIAL TRANSPORTATION INC  
415 S SACRAMENTO ST  
LODI CA 95240

BOB L TONN TRUCKING  
7000 E KETTLEMAN LN  
LODI CA 95240

CTRUCKPK.LST/TXTW.02M

TIGER LINES INC  
P O BOX 1940  
LODI CA 95241

TERESI TRUCKING  
900 1/2 E VICTOR RD  
LODI CA 95240

(B)

T & T TRUCKING INC  
11396 N HWY 99  
LODI CA 95240

STRIBLING BROS LIVESTOCK TRANSPORTATION  
13226 MC FARLAND  
GALT CA 95632

SHULZ BROS. TRUCKING  
24375 N KENNEFICK RD  
GALT CA 95632

RAUSSER BROS TRUCKING  
11964 E LIBERTY RD  
GALT CA 95632

POTTER ENTERPRISES INC  
~~615 E PINE ST~~ P.O. BOX 2703  
~~LODI CA 95240~~ LODI CA 95241-2703

PIE NATIONWIDE  
2007 N WILSON WY  
STOCKTON CA 95205

MATHESON FAST FREIGHT INC  
102 E WALNUT ST  
LODI CA 95240

MR TRUCKER  
860 E PINE ST  
LODI CA 95240

LODI TRUCK SERVICE  
1430 S CHEROKEE LN  
LODI CA 95240

(B)

KISHIDA TRUCKING  
19555 N HWY 99  
ACAMPO CA 95220

KISHIDA TRUCKING CO  
1725 ACKERMAN  
LODI CA 95240

JSG TRUCKING CO INC  
19400 N HWY 99

CTRUCKPK.LST/TXTW.02M

ACAMPO CA 95220

CHARLIE GUESS TRUCKING  
12101 E BRANDT RD  
LOCKEFORD CA 95237

GARCIA'S TRUCKING  
4679 E HARVEST RD  
ACAMPO CA 95220

FTG CONSTRUCTION MATERIALS  
804 N CLUFF AVE  
LODI CA 95240

LES CALKINS TRUCKING  
19501 N HWY 99  
ACAMPO CA 95220

~~CABRAL TRUCKING SERVICE  
P O BOX 132  
LODI CA 95241-0132~~

C W ENTERPRISES  
23987 N HWY 99  
ACAMPO CA 95220

BODINE TRUCKING  
23835 N DUSTIN RD  
ACAMPO CA 95220

~~BEACH TRUCKING  
13531 IVIE RD  
GALT CA 95632~~

FRANK C ALEGRE TRUCKING INC  
803 N CLUFF AVE  
LODI CA 95240

(B)

PACIFIC COAST PRODUCERS  
32 E TOKAY ST  
LODI CA 95240

GENERAL MILLS INC  
P O BOX 3002  
LODI CA 95241-1906

Fred and Coralee Dutra  
2307 Yosemite Dr  
Lodi, CA 95242

Erminio Urias  
612 Rutledge Dr  
Lodi, CA 95242

CTRUCKPK.LST/TXTW.02M



CITY COUNCIL

PHILLIP A. PENNINO, Mayor  
JACK A. SIEGLOCK  
Mayor Pro Tempore  
RAY C. DAVENPORT  
STEPHEN J. MANN  
JOHN R. (Randy) SNIDER

# CITY OF LODI

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P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 333-6795

THOMAS A. PETERSON  
City Manager  
JENNIFER M. PERRIN  
City Clerk  
BOB McNATT  
City Attorney

February 24, 1993

Frank C. Alegre Trucking, Inc.  
803 N. Cluff Ave.  
Lodi, CA 95240

**Subject: Request for Comments at Public Hearing to Review the Report and Proposed Ordinance  
on Truck Parking and Travel on City Streets**

On Wednesday, March 3, 1993, a public hearing will be held regarding truck parking and truck travel on City streets. This meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street, and will commence at 7:30 p.m. Lodi City Council invites you to attend this meeting and wants your specific input on this subject matter. Enclosed is a copy of background information on this item.

The complete report is available in the Traffic Division located on the second floor of City Hall, 221 West Pine Street, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.

If you wish to communicate with the City Council, please contact Jennifer Perrin, City Clerk, at 333-6702.

If you have any questions or comments regarding this matter, please contact Paula Fernandez or me at 333-6706.

  
Jack L. Ronsko  
Public Works Director

JLR/RSK/lm

Enclosure 

cc: City Clerk  
Associate Traffic Engineer

CITY COUNCIL

PHILLIP A. PENNINO, Mayor  
JACK A. SIEGLOCK  
Mayor Pro Tempore  
RAY C. DAVENPORT  
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# CITY OF LODI

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FAX (209) 333-6795

THOMAS A. PETERSON  
City Manager  
JENNIFER M. PERRIN  
City Clerk  
BOB McNATT  
City Attorney

February 24, 1993

Lodi Truck Service  
1430 S. Cherokee Ln.  
Lodi, CA 95240

*Attn: Art*

**Subject: Request for Comments at Public Hearing to Review the Report and Proposed Ordinance  
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Jack L. Ronsko  
Public Works Director

JLR/RSK/lm

Enclosure

cc: City Clerk  
Associate Traffic Engineer

TRUCK2.DOC

CITY COUNCIL

PHILLIP A. PENNINO, Mayor  
JACK A. SIEGLOCK  
Mayor Pro Tempore  
RAY G. DAVENPORT  
STEPHEN J. MANN  
JOHN R. (Randy) SNIDER

# CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
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THOMAS A. PETERSON  
City Manager  
JENNIFER M. PERRIN  
City Clerk  
BOB MCNATT  
City Attorney

February 24, 1993

Teresi Trucking  
900 1/2 E. Victor Rd.  
Lodi, CA 95240

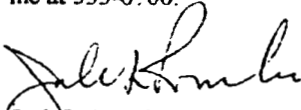
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If you have any questions or comments regarding this matter, please contact Paula Fernandez or me at 333-6706.



Jack L. Ronsko  
Public Works Director

JLR/RSK/lm

Enclosure

cc: City Clerk ✓  
Associate Traffic Engineer

TRUCK2.DOC

RECEIVED

FEB 25 AM 10:00

GENERAL MILLS, INC. • TECHNOLOGY AND OPERATIONS DIVISION

P.O. Box 3002 • Lodi, California 95241-1908

February 24, 1993

ROBERT K. WHEELER  
Plant Manager

Mr. Jack L. Ronsko  
Public Works Director  
Box 3006  
Lodi, CA 95241-1910

Dear Jack,

This letter is in regards to the Truck Parking and Travel Alternatives Ordinance which comes up for public hearing in the March 3, 1993, City Council meeting.

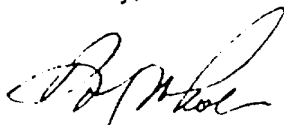
We have studied the alternatives proposed by the Public Works Staff and are in complete agreement with their recommendation on the first alternative which would modify the truck parking ordinance by changing the definition of residential district. To assist in the objective to minimize truck parking on City streets, General Mills will assure that there is adequate parking on plant grounds for all our truck traffic.

We would, however, appreciate your support to relieve an area of concern. In Exhibit B of the Report on Truck Parking and Travel on City Streets, Mills Avenue has been identified as a "Truck Travel Problem Area" from Turner Road to Lodi Avenue.

It is of extreme importance to General Mills that truck travel not be restricted on that portion of Mills Avenue from Turner Road to our Mills Avenue entrance. Our truck scale is located at that gate and all trucks delivering ingredients are weighed in and out. Also, the Mills Avenue entrance is needed to avoid traffic back up at the Turner Road entrance.

In closure, I would like to express my appreciation for your attention to our concerns prior to the council meeting.

Sincerely,



R. K. Wheeler

cc: Tom Peterson  
Phil Pennino  
Jack Sieglock  
Randy Snider  
Ray Davenport  
Steve Mann



CITY OF LODI  
ADMINISTRATION

ACTION SLIP

TO: <i>Jennifer</i>	DATE: <i>11/12/13</i>
FROM: <i>CM. (Reminder)</i>	TIME:

FOR ACTION INDICATED:

<input type="checkbox"/> As Requested	<input type="checkbox"/> Phoned	<input type="checkbox"/> For Typing
<input type="checkbox"/> Information	<input type="checkbox"/> Returned Your Call	<input type="checkbox"/> For Filing
<input type="checkbox"/> Comment	<input type="checkbox"/> Was in Office	<input type="checkbox"/> For Mailing
<input type="checkbox"/> Approval	<input type="checkbox"/> Will Call Back	<input type="checkbox"/> Copy/Print Requested
<input type="checkbox"/> Return	<input type="checkbox"/> Please Phone	<input type="checkbox"/> For Your Signature
<input type="checkbox"/> Let's Discuss	<input type="checkbox"/> Please Contact	<input type="checkbox"/> Please Take Care of This

PHONE: \_\_\_\_\_  
Area Code \_\_\_\_\_ Number \_\_\_\_\_ Extension \_\_\_\_\_

REMARKS: *Penny & David  
Mattos  
will be in attendance  
at Mar. 3, Meeting  
(re Truck Parking Issue)*

RECEIVED

JAN 31 1993

CITY CLERK  
CITY OF LODI

January 30, 1993

Honorable Mayor Phil Peninno  
Council Members:

SUBJECT: Truck Parking and Travel on City Streets

The area bordered by Lower Sacramento Road/Turner Road/ Ham Lane/ Lodi Avenue is primarily residential. On the corner of Elm Street and Mills Avenue is Reese School which is K-6th grade. The parcel at Mills Avenue and Lockeford Street also belongs to Lodi Unified School District with the potential of becoming another school site.

There are a large number of children using Mills Avenue now (plus the High School students from Lodi High), and not to restrict the traffic from large trucks is very dangerous.

There are no commercial areas in this area that need to be served by trucking that cannot be reached from any of the fringe streets mentioned at the beginning of this letter. These same border streets are also directly accessible from both major highways via either Lodi Avenue or Turner Road and Lower Sacramento and Ham Lane.

My major concern is in the affected area travel and defer to the City Staff as to the parking issue.

*Mrs. Arlene Schlabs*

Mrs. Arlene Schlabs  
35 South Mills Avenue  
Lodi, Ca. 95242

CITY COUNCIL

PHILLIP A. PENNINO, Mayor  
JACK A. SIEGLOCK  
Mayor Pro Tempore  
RAY G. DAVENPORT  
STEPHEN J. MANN  
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FAX (209) 333-6795

THOMAS A. PETERSON  
City Manager

JENNIFER M. PERRIN  
City Clerk

BOB McNATT  
City Attorney

RECEIVED

FEB 22 1993

February 22, 1993

Mrs. Arlene Schlabs  
25 South Mills Avenue  
Lodi, CA 95242

Subject: Truck Travel on Mills Avenue between Lodi Avenue to Turner Road

Thank you for expressing your concerns regarding truck travel on Mills Avenue between Lodi Avenue and Turner Road. As you may be aware, a public hearing regarding truck parking and truck travel is scheduled to be reviewed by city council on Wednesday, March 3, 1993. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street and will begin at 7:30 p.m. Additional information regarding this meeting will be sent to you prior to the meeting. The concerns indicated in your letter sent to the Mayor and City Council have also been forwarded to the Public Works Department, and will be included with other comments received on this subject.

Staff's recommendation regarding this issue is to modify to the existing Truck Parking Ordinance and not establish a Truck Route System. However, if council chooses to establish a Truck Route System, staff would not recommend Mills Avenue as a truck route. If council does not establish a Truck Route System, this does not mean that Mills Avenue could not be studied separately for a commercial vehicle restriction and presented to council at future meeting.

We urge you to attend this meeting if you would like to express your support of establishing a Truck Route System. If you have any questions or comments regarding this letter or the public hearing, please contact Rick Kiriu or me at 333-6706.



Paula J. Fernandez  
Associate Traffic Engineer

cc: City Clerk

MILLS.DOC

DECLARATION OF MAILING

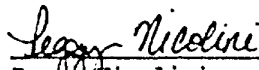
On February 5, 1993 in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the Notice attached hereto, marked Exhibit "A"; said envelopes were addressed as is more particularly shown on Exhibit "B" attached hereto.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on February 5, 1993, at Lodi, California.

\_\_\_\_\_  
Jennifer M. Perrin  
City Clerk

  
\_\_\_\_\_  
Peggy Nicolini  
Deputy City Clerk





# CITY OF LODI

CARNEGIE FORUM  
305 West Pine Street, Lodi

## NOTICE OF PUBLIC HEARING

Date: March 3, 1993

Time: 7:30 p.m.

For information regarding this Public Hearing  
Please Contact:

Alice M. Reimche  
City Clerk  
Telephone: 333-6702

## NOTICE OF PUBLIC HEARING

March 3, 1993

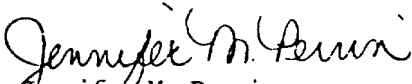
NOTICE IS HEREBY GIVEN that on Wednesday, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing to consider the following matter:

- a) To review the report and proposed ordinance on truck parking and travel on City streets.

All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

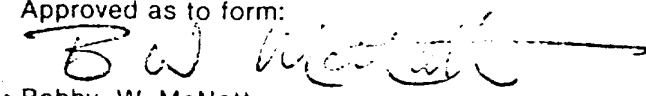
If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order Of the Lodi City Council:

  
Jennifer M. Perrin  
City Clerk

Dated: February 3, 1993

Approved as to form:

  
Bobby W. McNatt  
City Attorney

Truck Parking & Travel  
on City Streets

01772

T

&NAME  
&ATTN  
&ADD  
&CITY

ARNEY PRINCE  
MAIN STREET BODY SHOP  
520 MAIN ST  
LODI CA 95240

MIKE PATEL  
RANCHO GRANDE MOTEL  
807 S CHEROKEE LN  
LODI CA 95240

RICK LONG  
WALLACE COMPUTER SERVICES  
1831 S STOCKTON ST  
LODI CA 95240

ALAN BOHMAN  
LODI ACADEMY  
1230 S CENTRAL AVE  
LODI CA 95240

LARRY WEAVER  
CORNER POCKET BILLIARDS  
725 S CHEROKEE LN  
LODI CA 95240

SCOTT FREEMAN  
A & J AUTO  
521 N CHEROKEE LN  
LODI CA 95240

OTTO ALBREHT  
ARBOR CONVALESCENT HOSPITAL  
900 N CHURCH ST  
LODI CA 95240

LARRY BOWLES  
TOKAY BOWL  
620 S TOKAY ST  
LODI CA 95240

LES DABRITZ  
CHAMBER OF COMMERCE  
P O BOX 386  
LODI CA 95240

PENNY MATTOS  
944 S STOCKTON ST  
LODI CA 95240

HAROLD HENNEY  
468 PIONEER DR  
LODI CA 95240

MR & MRS DAVID MITTLEIDER  
1925 ROBERT ST  
LODI CA 95242

ED WALLACE  
1430 S CHEROKEE LN  
LODI CA 95240

SHIRLEY PLATH  
1439 VOELKER DR  
LODI CA 95240

STEVE & CONNIE SCHNABEL  
1107 WIMBLEDON DR  
LODI CA 95240

ALFRED JOACHIM  
609 RIMBY AVE  
LODI CA 95240

DR HOMER  
325 W LOCKEFORD ST  
LODI CA 95240

ALICE STOVER  
231 W LOCKEFORD ST  
LODI CA 95240

ARLENE SCHLABS  
25 S MILLS AVE  
LODI CA 95242

DAVE KIRKCALDY  
1806 S CHURCH ST  
LODI CA 95240

GERALDINE PESSOA  
621 EUREKA AVE  
LODI CA 95240

JIM PARKER  
1993 CARMEL CR  
Lodi CA 95242

JOHN KONANZ  
72 N PACIFIC AVE  
LODI CA 95242

JANE HOLDEN  
207 E WALNUT

CTRUCKPK.LST/TXTW.02M

LODI CA 95240

DON SOARES  
359 E CENTURY BLVD  
LODI CA 95240

GARY LUND  
P O BOX 22  
LODI CA 95241

GEORGE BARNES  
2250 SCARBOROUGH DR #65  
LODI CA 95240

LU BENSON  
714 N MILLS AVE  
LODI CA 95242

BERNICE HANSON  
1336 W ELM ST  
LODI CA 95242

BILL BARTON  
1456 KEAGLE WAY  
LODI CA 95242

CHARLIE BECKMAN  
850 E KETTLEMAN LN  
LODI CA 95240

ROBERT'S PETROLEUM  
930 E VICTOR RD  
LODI CA 95240

PAUL E VAZ TRUCKING  
12856 E HARNEY LN  
LODI CA 95240

TOM ZAYAS INC  
26353 N VAIL RD  
THORNTON CA 95686

D H WINN TRUCKING INC  
19555 N TULLY RD  
LOCKEFORD CA 95237

VALLEY MATERIAL TRANSPORTATION INC  
415 S SACRAMENTO ST  
LODI CA 95240

BOB L TONN TRUCKING  
7000 E KETTLEMAN LN  
LODI CA 95240

CTRUCKPK.LST/TXTW.02M

TIGER LINES INC  
P O BOX 1940  
LODI CA 95241

TERESI TRUCKING  
900 1/2 E VICTOR RD  
LODI CA 95240

T & T TRUCKING INC  
11396 N HWY 99  
LODI CA 95240

STRIBLING BROS LIVESTOCK TRANSPORTATION  
13226 MC FARLAND  
GALT CA 95632

SHULZ BROS. TRUCKING  
24375 N KENNEFICK RD  
GALT CA 95632

RAUSSER BROS TRUCKING  
11964 E LIBERTY RD  
GALT CA 95632

POTTER ENTERPRISES INC  
~~615 E PINE ST~~ P.O. BOX 2703  
~~LODI CA 95240~~ LODI, CA 95241-2103

PIE NATIONWIDE  
2007 N WILSON WY  
STOCKTON CA 95205

MATHESON FAST FREIGHT INC  
102 E WALNUT ST  
~~LODI CA 95240~~

~~MR TRUCKER~~  
~~860 E PINE ST~~  
~~LODI CA 95240~~

LODI TRUCK SERVICE  
1430 S CHEROKEE LN  
LODI CA 95240

KISHIDA TRUCKING  
19555 N HWY 99  
ACAMPO CA 95226

KISHIDA TRUCKING CO  
1725 ACKERMAN  
LODI CA 95240

JSG TRUCKING CO INC  
19400 N HWY 99

CTRUCKPK.LST/TXTW.02M

ACAMPO CA 95220

CHARLIE GUESS TRUCKING  
12101 E BRANDT RD  
LOCKEFORD CA 95237

GARCIA'S TRUCKING  
4679 E HARVEST RD  
ACAMPO CA 95220

FTG CONSTRUCTION MATERIALS  
804 N CLUFF AVE  
LODI CA 95240

LES CALKINS TRUCKING  
19501 N HWY 99  
ACAMPO CA 95220

~~CABRAL TRUCKING SERVICE  
P O BOX 132  
LODI CA 95241-0132~~

C W ENTERPRISES  
23987 N HWY 99  
ACAMPO CA 95220

BODINE TRUCKING  
23835 N DUSTIN RD  
ACAMPO CA 95220

BEACH TRUCKING  
13531 IVIE RD  
GALT CA 95632

FRANK C ALEGRE TRUCKING INC  
803 N CLUFF AVE  
LODI CA 95240

PACIFIC COAST PRODUCERS  
32 E TOKAY ST  
LODI CA 95240

GENERAL MILLS INC  
P O BOX 3002  
LODI CA 95241-1906

Fred and Coralee Dutra  
2307 Yosemite Dr  
Lodi, CA 95242

Ermanno Urias  
612 Rutledge Dr  
Lodi, CA 95242

CTRUCKPK.LST/TXTW.02M

CITY COUNCIL

PHILLIP A. PENNINO, Mayor  
JACK A. SIEGLOCK  
Mayor Pro Tempore  
RAY C. DAVENPORT  
STEPHEN J. MANN  
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 333-6795

THOMAS A. PETERSON  
City Manager  
JENNIFER M. PERRIN  
City Clerk  
BOB McNATT  
City Attorney

February 22, 1993

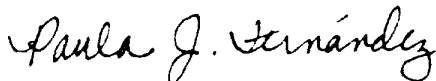
Mrs. Arlene Schlabs  
25 South Mills Avenue  
Lodi, CA 95242

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Paula J. Fernandez  
Associate Traffic Engineer

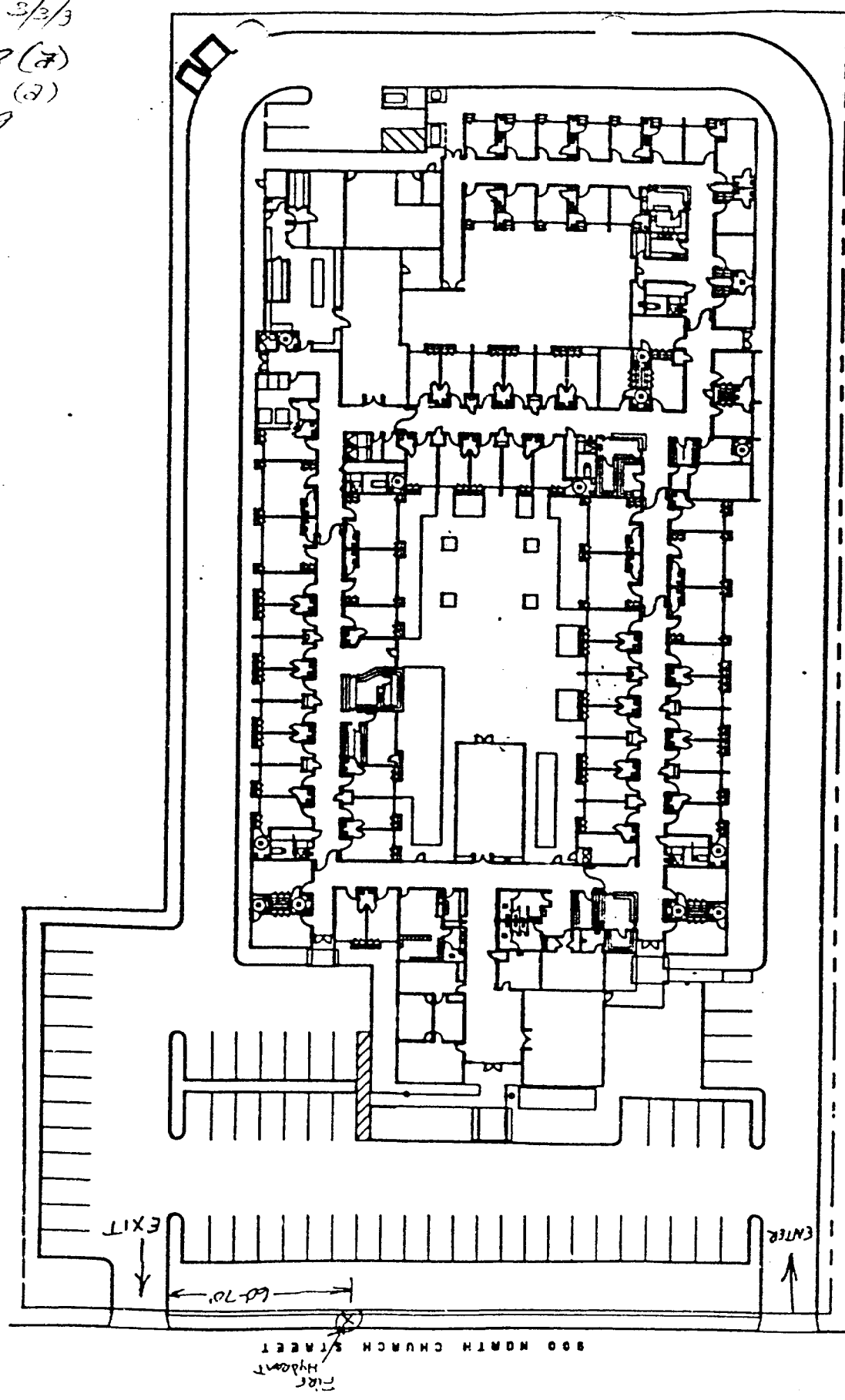
cc: City Clerk

MILLS.DOC

3/2/3

cc. 48 (7)  
cc. 50 (2)  
cc. 149

STAVUK CONVALESCENI PUPPINO  
LODI, CAL.



SITE PLAN



# CITY OF LODI

CITY HALL, 221 W. PINE ST.  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
City Clerk



RECEIVED  
DATE: \_\_\_\_\_  
TIME: \_\_\_\_\_  
BY: \_\_\_\_\_  
FOR: \_\_\_\_\_  
RE: \_\_\_\_\_  
DO NOT RETURN TO THIS OFFICE

STOCKTON CA 95213-9998 DEPT. OF PUBLIC WORKS

Lynnette Rhea  
1917 Cancer Way  
Lodi, CA 94242

*Handwritten signature/initials*

11/11/11

**CITY OF LODI**

CITY HALL, 221 W. PINE ST.  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910

STOCKTON CH 95215-9998  
DEC 17 1998  
CALIF. POSTS

POST E NATIONWIDE  
2007 N WILSON WY  
STOCKTON CA 95205

NO FORWARDING ORDER  
HAS EXPIRED  
SO  
a.m.

